

Response

T31 - Walter Knopp

1. Comments noted. See Beltway/Bypass section in the FEIS.

DOT/NORTH/SOUTH FREEWAY

1 bring one down^{and show it} to you.

2 And that's what I have to add on that.

3 MR. STIER: Any more hands? Yes, sir.

4 THE WITNESS: My name is Walter Knopp, P.O.

5 Box 24, Colbert. I was up here earlier, and I feel

6 compelled to clarify the record.

7 I believe I have given the impression that I

8 am for the south option, which does cut through my

9 property. I am not in favor of that option. I would

10 prefer the north option. I feel like this gentleman and

11 any other people. I do not like the disruption that a

12 freeway would cause.

13 Nevertheless, I feel that Spokane earnestly,

14 desperately needs a method to get people from the outer

15 areas where they live to the downtown corridor where they

16 work. It is many many years overdue.

17 Now, there's been a little bit of discussion

18 here tonight about the people that are in favor of this

19 North/South Freeway project. You know, nobody seems to

20 want to wait. They just want it now, and it seems like

21 the funding is a problem.

22 Most of these freeways, of course, are funded

23 by the gas tax. And what I want to say, that I would

24 support a dramatic gas tax increase for funding this

25 project. I would be willing to pay anything to get a

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Response

T31 - Walter Knopp (Cont.)

2. See Beltway/Bypass section in the FEIS.

T32 - Sandy Smith

DOT/NORTH/SOUTH FREEWAY

1 freeway so I don't have to go through all those stop
2 lights down to go downtown. I just -- It's just a nerve
3 wracking experience.

4 I think the DOT, Washington State DOT, has
5 done a remarkable job in getting traffic moving on
6 Division and they've almost done a miracle. And I know
7 that a lot of cars go down that street.

8 One other thing on this beltway. There's a
9 lot of support for it. I said earlier that I had the
10 opportunity to travel many freeways, many many times, and
11 I've been over many beltways, including the one in our
12 capitol city, Washington, D.C.

13 Beltways, I have found, are in cities with
14 much greater population. They cost a lot of money. A
15 beltway in Spokane, because of it's topography, would,
16 I'm sure, would be very expensive and will eventually
17 come when it warrants a need for it.

18 But I feel that regardless you will still
19 need a north/south corridor again to get the people that
20 live out of town downtown where they work or where they
21 have to go for professional services.

22 Thank you.

23 MR. STIER: Thank you very much. Yes, ma'am.

24 THE WITNESS: Sandy Smith, North 7023

25 Standard.

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T32 - Sandy Smith (Cont.)

1. The 18th Amendment to the Washington State Constitution dedicates motor fuel tax proceeds to "highway purposes." WSDOT highway programs receive about half the revenues from the gasoline tax. A nearly equal amount is distributed among city, county, and other agency roadway programs. The remainder pays for ferry operations and capital improvements (ferries are considered highway purposes under the amendment).

DOT/NORTH/SOUTH FREEWAY

1 And with regard to Mr. Knopp's comment
2 regarding an increased gas tax, it's my understanding
3 that a very small percentage of the gas tax goes to
4 improvement of our roads and highways. And supposedly
5 when it was the Department of Highways they did receive
6 more funding. But a very small percentage of the gas tax
7 goes for that type of thing now since it's become a part
8 of the Department of Transportation, and I think that
9 needed to be clarified.

10 Thank you.

11 MR. STIER: I'd just like to state that the
12 purpose of the hearing is to provide input to us, and we
13 seem to be shifting to kind of a debate, an audience
14 debate here. And I certainly would welcome any fresh new
15 statements and input at this time.

16 Any other hands?

17 I believe at this time then I'll proceed to
18 close this hearing. And I sure do appreciate all you
19 folks coming down here and providing your input, and you
20 will be receiving or you will be entitled to respond to
21 the Environmental Impact Statement.

22 Best of luck on this. Thank you.

23 (Hearing concluded at

24 9:25 p.m.)

25 (Signature is waived.)

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Response


1 STATE OF WASHINGTON)
2 COUNTY OF SPOKANE) ss: REPORTER'S CERTIFICATE

3
4 I, Caryn E. Winters, a notary
5 public in and for the State of Washington, do hereby
6 certify:

7 That the foregoing Environmental/DOT
8 Hearing was taken on the date and at the time
9 and place as shown on Page 1 hereto;

10
11 That the foregoing is a true and
12 correct transcription of my shorthand notes of the
13 requested hearing transcribed by me or under my
14 direction;

15
16
17 WITNESS my hand and seal this 23rd
18 day of October 1995.

19 
20 CARYN E. WINTERS, RPR, CSR
21 CSR No. WI-NT-EC-E395KE
22 Notary Public in and for the State
23 of Washington, residing at Spokane.
24
25

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Response

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

SPOKANE NORTH/SOUTH FREEWAY ENVIRONMENTAL HEARING
PERSONAL STATEMENTS

ORIGINAL

BE IT REMEMBERED that on the 28th day of September, 1995, at the hour of 6:00 p.m., Personal Statements regarding the proposed Spokane North/South Freeway were taken at the request of the Washington State Department of Transportation, before Linda S. Hale, CSR, a notary public and court reporter, CSR No. HA-LE-*L-S542C8, at Shadle Park High School, Spokane, Washington.

A P P E A R A N C E S:

DOT Representative:

Rick D. Jordan
Transportation Engineer, DOT
2714 N. Mayfair
Spokane, Washington 99207

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NOV 3 1995

HAROLD WHITE, P.E.

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Response

STATEMENT OF MARY GADDY

3 MR. JORDAN: Mary, the purpose of
4 tonight is for us to receive testimony from the public
5 regarding this project and the EIS that we've presented.
6 Our discussion here is mainly I'm here to listen to your
7 comments, your concerns. And then Linda is recording
8 this. If there are any questions, short type questions
9 that I can answer for you now, I will try to. However,
10 if it's discussion or any type of comments that would be
11 lengthy to respond to, we will to that in the final EIS.
12 So, if you're ready?

13 MS. GADDY: I'll state my name for the
14 record, Mary Gaddy. And I have several subjects to
15 cover.

16 The first topic is, I had heard on
17 CSPAN a discussion from congress that there had been a
18 change in the national transportation funding and the way
19 they fund freeways of this type. And I would like it to
20 be considered, does this freeway come under that change
21 in the fact that they will no longer fund freeways,
22 interstate-size freeways for local access, where ours
23 has -- this proposed freeway has several exits that would
24 be used for local access within the city and the county.

25 It was my understanding from the

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Response

T33 - Mary Gaddy

1. The action being take by Congress was on the Transportation Appropriations bill and has no effect on this project.

1 discussion that I heard from congress that they would
2 only fund freeways that were limited access, no on and
3 off ramps except for the interstate itself. So that's
4 one thing I would like clarified, if this is going to
5 affect the number of interchanges, if the funding is
6 different since this project has not yet been funded
7 through the Federal transportation fund.

8 The second subject is, I am -- I
9 voiced my opinion to Harold White that I was disturbed
10 that this public hearing was being held in Shadle Park
11 High School rather than in the Hillyard neighborhood,
12 since both routes go through the Hillyard neighborhood,
13 and other neighborhoods also, but it doesn't go through
14 this neighborhood. And it would have been nicer to
15 accommodate the people who this is going to affect the
16 most by having this public hearing on the other side of
17 town.

18 I was told that Shadle Park had the
19 biggest auditorium and you expected a thousand people and
20 there was no place in Hillyard to accommodate that number
21 of people. And I would suggest that if anything short of
22 500 people show up here tonight in Shadle, that you
23 schedule a hearing in the Hillyard neighborhood, and
24 possibly even in the East Central neighborhood, to
25 accommodate the people who are going to be most affected

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Response

T33 - Mary Gaddy (Cont.)

2. An auditorium with seating for about 500 would have been desirable. During the school year there are very limited sites available of this size in Spokane. Certainly neighborhoods that are directly affected by this project would like to have the meeting as close as possible. This project is of sufficient size that no one site would serve all effected neighborhoods. The WSDOT found the Shadle High School facility large enough to accommodate the public attendance that might be expected on such a project. Inquiry was made on the capacity of the community centers but none were found with enough room to meet the projected need for the hearing. Another major concern on selecting a hearing site was accessibility that complied with the Americans with Disability ADA. While other sites may have been able to comply, with the Act, the Shadle auditorium has been used previously for public meetings without any known access problems.

3. Comment Noted.

4. Comment Noted.

1 by this proposed freeway. If a thousand people come to
2 tonight's meeting, then maybe that's adequate, but I'd
3 like to see a hearing during the open comment period in
4 the Hillyard neighborhood.

5 I wanted to comment on the two
6 proposed -- two routes that were proposed through
7 Hillyard. And I wanted to thank the people in the
8 Department of Transportation for giving serious
9 consideration to our input in the JJ Hills area. This
10 EIS shows that our input was used to move the freeway 300
11 feet to the west of the railroad line, thereby saving 100
12 or 200 homes in the JJ Hills area by moving that over.
13 And also by giving us a pedestrian crossway over the
14 freeway up around Empire Avenue, which was not in the
15 original plan, to give our neighborhood access, walking
16 access to the schools and buses on Market Street. So I'd
17 like to thank the Department of Transportation for
18 listening to our input.

19 I personally don't endorse the
20 freeway. I don't really want a freeway. I don't think
21 we have the money for a freeway. But if we're going to
22 have a freeway, I can live with the Market-Green route as
23 proposed.

24 MR. JORDAN: Okay, Mary.

25 MS. GADDY: Is that good enough?

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